The

Long Island Rail Road

AT A GLANCE

Physical Layout

343 miles of line. Longest single run: Manhattan to Montauk (117 miles).

Hub of operation is Jamaica, one of the world's busiest passenger stations. During peak periods, trains run through the eight-track Jamaica station on an average of one every 30 seconds.

From Jamaica, lines branch out:

Eastward -- to Oyster Bay, Port Jefferson, Greenport (Main Line), Montauk, Hempstead, West Hempstead, Long Beach and Far Rockaway.

Westward -- to Pennsylvania Station (Manhattan), Flatbush Avenue (Brooklyn) and Hunterspoint Avenue (Long Island City).

Port Washington Branch is only major line not running through Jamaica.

Passengers

Nation's busiest passenger railroad. Carried more than 71,000,000 passengers in 1963 -- over 26,000,000 more than its closest contender (the Pennsylvania Railroad).

Average of 260,000 passengers a day (Mondays through Fridays). This breaks down to 85,000 daily commuters (who make two trips a day, adding up to 170,000 riders) and 90,000 single-fare passengers.

Saturdays and Sundays, with few commuters, average 75,000 passengers a day in Winter to 110,000 in Summer.

One of every four rail commuters in entire Nation rides LIRR.

75 per cent of commuters travel during 3-hour morning and evening rush periods.

Between 7 and 10 a.m. (morning rush period):

75,000 passengers pass through Jamaica
52,000 arrive at Penn Station (Manhattan).
20,000 arrive at Flatbush Avenue (Brooklyn).
10,000 arrive at Hunterspoint Avenue (Long Island City).

Passenger Operations

About 770 scheduled trains a day -- 650 passenger trains and 120 deadheads (empties moving to terminals to begin runs or to yards after runs). About 400 scheduled trains on Saturdays and Sundays.

Two-thirds of all trains operate in electrified territory (which covers all lines in Queens and Brooklyn and most lines in Nassau). Electric trains powered from 650-volt DC third rail.

Best on-time performance of any railroad in New York metropolitan area (according to Public Service Commission records), with 97.6 per cent of all trains reaching their destinations on time.

Nation's fastest means of commuting (according to Fortune Magazine survey of railroads, subways, buses and private automobiles in 25 largest cities).

Equipment

More than 1,200 passenger cars. 252 of these are new air-conditioned cars, bought since 1955 at cost of $30 million. Nearly 500 others have been rebuilt and modernized as part of multi-million-dollar car modernization program.

79 diesel locomotives. (Last steam locomotive retired in 1955.)

Safety

Generally recognized as safest railroad in Nation -- and probably in world. In addition to all standard safety devices, trains in heavy traffic areas equipped with $6 million Automatic Speed Control system that takes control away from engineer and stops the train if he should fail to conform to speed restrictions.

Passenger Stations

Total of 158, of which 35 are in New York City limits.

Average distance between stations: slightly over one mile.

Employes

Average of 6,500.

Annual payroll: Almost $45 million. Operation of railroad requires seven men behind scenes for every man in uniform.

Freight

In sharp contrast to other railroads, freight accounts for less than a sixth of gross revenue.

Freight volume: About 4.2 million tons a year.

Three-fourths of freight is inbound to Long Island; only one-fourth moves westward.

LIRR has direct interchange with all trunk-line railroads serving New York area.

Organization

Wholly owned by Pennsylvania Railroad but operated as completely independent company.

Has 15-member Board of Directors, including five "resident" directors.

President: Thomas M. Goodfellow

Rehabilitation Plan

12-year, $65 million rehabilitation program launched August 12, 1954, when LIRR emerged as a Railroad Redevelopment Corporation, after 5-1/2 years of bankruptcy.

Principal financial features of Rehabilitation Program:

1. Agreement by the PRR to forego for 12 years any dividends or any principal or interest payments on the LIRR's $61,735,000 of old indebtedness to the parent company. The PRR's agreement to forego dividends was largely academic, for the LIRR has paid dividends in only seven of the 61 years the PRR has owned it. The last dividend was in 1933. But the agreement to forego interest on the old indebtedness represented a hard-cash concession by the Pennsylvania of $2,092,000 a year. This permits every cent of revenue to be plowed back into operation and improvement of the railroad.

2. A more realistic approach to the railroad's tax problem by state, county and local governments, resulting in savings of approximately $2,260,000 a year. (Further tax relief for the LIRR and other commuter railroads was provided in the commuter assistance program enacted by the New York Legislature early in 1961.)

3. Authority to make fares match expenses. The 1954 act authorized the railroad to make necessary fare adjustments without prior Public Service Commission approval (but with subsequent PSC review to determine whether they would produce more revenue than the LIRR needed to stay on a break-even basis and keep the rehabilitation program on schedule). This was changed by the Legislature in March, 1958, to require prior PSC approval.

History

Nation's third oldest railroad still operating under its original name.

Chartered April 24, 1834, and began operation in 1835.

Main Line to Greenport completed in 1844. Present route system completed in mid-1890s with construction of branch lines and absorption of 30-odd smaller railroads.

Tunnels to Penn Station opened in 1910, giving Long Island direct access to Manhattan and eliminating time-consuming ferry ride over East River.

LIRR was Nation's first railroad to:

Use an all-steel car (1905).
Operate an all-steel-car passenger fleet (1927).
Run a diesel-electric locomotive in road service (1926).
Mount whistles on locomotives (1836).
Install a full Automatic Speed Control system (1952-3).
Operate "piggyback" service. (As early as 1884 the LIRR was carrying farmer's wagons to market on flat cars.)

The Route of the
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